

SHARK**Collection Phase**

From	To
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CC	BCC
"Jeffrey Cotsifas" <cotsifas@pacificecorisk.com> "Gary Levin" <garyl@levinterminal.com> "Jim Cannon" <jimc@levinterminal.com>	
Subject	Date/Time
Re: FW: Levin-Richmond Terminal/EPA Investigation	07/17/2007 08:53 AM

Item Body

Thanks for the information. We can collect the sediment samples for you if you can provide us with an approved Sampling and Analysis plan from DMMO before our scheduled field sampling (currently scheduled for early August). My contractor can't collect samples without an approved plan (EPA protocol). We will not be able to add your proposed sampling locations to our current Superfund Field Sampling Plan, because we are wrapping up the QA approval of the sampling plan and Quality Assurance project plan this week and our sampling locations were solely based on the purpose of Superfund investigation data gap needs for the site. Since the analytical suite that DMMO requires to determine dredged material suitability is much more expansive than the Superfund analysis (e.g. more analytes including metals and biological testing), it makes sense to prepare a LRTC Berth B dredging sampling and analysis plan for DMMO's approval ASAP.

I will contact my contractor to get a cost estimate for collecting these additional sediment core samples. Please feel free to give me a call if you have any questions. Thanks.

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07/16/07 10:27 AM

To Sharon Lin/R9/USEPA/US@EPA
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Subject FW: Levin-Richmond Terminal/EPA Investigation

The attachment shows the additional sample locations that Levin requests EPA add to is sampling plan for the Lauritzen. As we have discussed Levin is willing to pay any additional costs that EPA may incur because of the additional sample locations. The purpose of the request is to facilitate Levin's potential

future dredging of the berth B area. As a result of siltation since the original Lauritzen channel remediation in the 1990s and the inability of Levin to undertake maintenance dredging because of the Superfund status of the Channel, berth B has become less and less usable as a commercial berth. The situation is becoming critical and will soon threaten Levin's economic viability. After the EPA investigation (including the additional locations shown on the attachment) is completed Levin anticipates submitting a work plan to EPA calling for minimal dredging of berth B to keep the terminal viable pending completion the feasibility study and selection a final remedy for the Site by EPA.

The added sample locations have been designed to meet DMMO requirements should future berth B dredging be approved. Should you have any questions regarding the attachment and or this request please do not hesitate to contact me and/or Levin's consultant listed below.

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LevinTerminal_Proposed_Sample_Locations.pdf